

DATE

0341Z 28 JUN 62

TOP SECRET RET

1	4
2	5
3	6

TO : DIRECTOR

OPERATIONAL IMMEDIATE

25X1A

FROM :

OPERATIONAL IMMEDIATE

ACTION: OPS (1-2-3-4-5)

INFO : S/C (6)

NJI

TOR: 0400Z 28 JUN 62

IN 40773

25X1A TO OPIM [REDACTED] MSG CITE [REDACTED]

25X1A [REDACTED] NIMBUS 3083 25X1A

25X1A REF: [REDACTED] (IN 40680)

25X1A A. GF 62-27.

B. [REDACTED] ATA 28/0340Z.

C. NA.

D. MAINT DISCREP ONLY.

E. ON FIRST TEST FLITE AFTER INSP AUTO PILOT MALFUNCTIONED
INTERMITTENTLY, REQ DISENGAGEMENT.

SYSTEM WAS COMPLETELY CHECKED AND CAUSE BELIEVED DUE TO POOR
CONNECTIONS IN CANNON PLUG. ACFT WAS AGAIN TEST FLOWN WITH NO
MALFUNCTION. AFTER TAKE OFF ON GF 62-27 UNSAFE GEAR IND(THROTTLE)
WHICH REMAINED ON AFTER RECYCLING AND AUTO PILOT AGAIN HAD RUDDER
KICKING SEVERE ENOUGH TO REQ DISENGAGEMENT. ALTHOUGH AUTO PILOT
APPEARED TO BE STABILIZING AFTER APPROX 45 MIN, IN VIEW OF OK
PREVIOUS FLITE BELIEVE THIS MIGHT HAVE REURRED AT ANY TIME DURING MSN.

F. NONE.

G. CAUSE NOW BELIEVED FAULTY AUTO PILOT RUDDER FOLLOW UP WHICH

TOP SECRET ET

T O P S E C R E T

PAGE TWO

25X1A

[REDACTED] (IN 40773)

WILL BE CHANGED AND ANOTHER COMPLETE CHECK OF WIRING
FOR A POSSIBLE BROKEN WIRE. WILL TEST FLY AT 28/1630Z AND IF DISCREP
APPEAR CORRECTED SUGGEST LAUNCH FERRY MSN 29/0200Z.

END OF MESSAGE